

For Sale.



FOR SALE.

HER MAJESTY'S SCREW GUN-
VESSEL
M.Y.R.M.I.D.O.N.

As she lies off KOWLOON NAVAL YARD.

Length between Perpendiculors, 185ft. 6in.
Extreme Breadth, 28ft. 4in.
Displacement, 377 tons.

Built of Wood, Copper-fastened and Sheathed with Copper; Wood Booms.

Engines, 2 Makars, Humphrys.

Original H.P., 700.

Boilers, 2.

Present Pressure, 22lbs.

Sealed Tenders marked "Tender for Ship" will be Received at H.M. NAVAL YARD, until 10 a.m. of MONDAY, the 8th April next.

The highest or any Tender will not necessarily be accepted.

A List of the Stores to be Sold with the Ship, and of Articles now on Board which will not be Sold with her, may be seen on application at the OFFICE of the NAVAL STOREKEEPER.

TERMS of SALE.—Cash on acceptance of Tender, and the Ship with all hands and stores of description to be at Purchaser's risk from that time.

W. H. LOBB,
Naval Storekeeper.H. M. Naval Yard,
Hongkong, 25th February, 1889. 364

To-day's Advertisements.



GOVERNMENT NOTIFICATION.

TENDERS are invited for the CONSTRUCTION of a SCREW STEAM VESSEL for the SELANGOR Government. Tenders should be sealed and should be addressed to the BATTUAN RESIDENT, Selangor, 14th Singapore, to reach Selangor not later than noon on the 1st May, 1889.

Further information may be obtained from the COLONIAL SECRETARY at Hongkong.

F. A. SWETTENHAM,
British Resident,
SELANGOR.

Kuala Lumpur, 26th January, 1889. 438

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE S.S. "Arratoon" Appear having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the HONGKONG and KOWLOON WHARFS and GODOWN COMPAGNIES, LTD., and West Point wharfs, and may be obtained.

Cargo remaining undelivered after the 13th instant will be subject to rent. No fire insurance has been effected.

Consignees are hereby informed that all Claims must be made immediately, none will be entertained after the 10th instant.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & CO.,

Agents.

Hongkong, March 7, 1889. 434

UNION LINE.

NOTICE TO CONSIGNEES.

FROM ANTWERP AND HAMBURG.

THE Steamship "Bulwer Brook", Captain BURGESS, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

The Steamer is berthed at Kowloon and Cargo impeding her discharge will be delayed and stored at Consigned Agents, until 15th instant.

For Freight or Passage, apply to

JARDINE, MATHERSON & CO.,

Agents.

Hongkong, March 7, 1889. 437

NOTICE.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOT POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERRY,

MADRAS, CALCUTTA, ADEN, SUEZ,

PORT SAID,

MEDITERRANEAN AND

BLACK SEA PORTS, ALEXANDRIA,

MARSEILLES, AND PORTS

OF BRAZIL, AND LA PLATA

438

LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 20th March, 1889, at Noon, the Captain of a S.S. "DELEMNAH", Commandant CHARTER, with MALES, PASSENGERS, SPECIES, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and so expect in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 19th March, 1889. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. de CHAMPAUX,

Agents.

Hongkong, March 7, 1889. 439

CANADIAN PACIFIC STEAMSHIP

COMPANY.

TAKING CARGO AND PASSENGERS

TO JAPAN, CANADA, THE

UNITED STATES, AND EUROPE,

VIA

THE CANADIAN PACIFIC RAILWAY

AND OTHER CONNECTING

RAILWAY LINES & STEAMERS.

1 THE British Steamship "ABYSSINIA",

3,651 Tons Register, G. A. Lee, Com-
mander, will be despatched for VANCOUVER, B.C., via KOBE and YOKOHAMA, on THURSDAY, the 4th April, at Noon.

Connection will be made at Vancouver with Steamers from Shanghai and Japan, and at Vancouver with San Francisco and Pacific Coast Points, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-
Atlantic lines of Steamers.

First-class Fares granted as follows—

To Vancouver & Victoria, Mex. \$160.00

To San Francisco, ... 175.00

To all common points in Can-
ada and the United States 230.00

To Liverpool ... 300.00

To London ... 305.00

To other European points at proportion-
ate rates. Special rates had been made to

Offices of the Navy, Civil Service, and

the Imperial Chinese and Japanese

Customs, to be obtained on application.

Consular Invoices to accompany Cargo

destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 3rd April.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight,

apply to

ADAMSON, BELL & CO.,

Agents.

Hongkong, March 7, 1889. 440

SHIPPING.

ARRIVALS.

March 7, 1889.—

Arratoon Appear, British steamer, 1,392
T. G. O. ft., built February 17, Pan-
ning 24, arm Singapore 27, Opium and
General—DAVID SASSOON & CO.Andover, British steamer, 1,376, J. K.
Grier, Shanghai via Amoy 21st, General
—WUTTERFIELD & SWINE.Zafiro, British steamer, 675, A. M.
Casim, Manila March 6, General—RUSSELL
& CO.Anton, German steamer, 396, E. Aarboe,
Pakhoi March 4, and Hoitow 6, General
—WIELEN & CO.

Canton, British steamer, from Whampoa.

DEPARTURES.

March 7.

Frej, for Hainan.

Telamon, for Amoy and Shanghai.

Mug, for Saigon.

Partia, for Yokohama and Vancouver.

Amoy, for Shanghai.

Paksum, for Swatow.

Gawler, for Singapore and Bombay.

Rambler, British sloop, for a cruise.

Cleared

Arrived

For Arratoon Appear, from Calcutta, Mrs
Olcott and Mrs L. King, family and
2 servants. Messrs J. Bush Hart, J.
Dunlop and P. Agnew, Mr. Fuchs,
Miss Sevona, Mr. Finlay, Mrs Olcott, and
2 Mahomedans and 2 servants; from
Singapore, Mr. J. Ezra, Mrs Syed and 2
children, 3 Europeans, 13 Indians, 499
Chinese women, and 21 children.For Andover, from Shanghai, & 840
Chinese.For Zafiro, from Manila, Messrs Wilks,
Brown, Anderson, Koichi, Kerr Bell, and
60 Chinese.

DEPARTED.

Daylight—Hainan

Levator, for Coast Ports.

No Peak Tramway Cars run.

Goods per Glenlyon undelivered after
this date subject to rent.

ARRIVED.

Saturday, March 9.—

Polo Club Races.

4 p.m.—Spoon Competition of the H.K.
Rifles Association.Transfer Books of The China & Manilla
Steamship Co., Ltd., closed from this

date to 23rd instant, inclusive.

MONDAY, March 11.—

No Peak Tramway Cars run.

Goods per Glenlyon.

To Depart.

Per Acta, for Hoitow, 20 Chinese.

Per State of Maine, for Nagasaki, 1 Euro-
pean.Per Glenlyon, for Coast Ports, 4 Euro-
peans, and 60 Chinese.

SHIPPING REPORTS.

The British steamer "Arratoon" Appear re-
ports.

A fine weather throughout.

On the 23rd ult., passed ship E. L. K. C., all
well and wishes to be reported. Detained
outside since 11.00 a.m. 5th instant, by
heavy foggy weather.

The British steamer "Andover" reports:

From Shanghai hence to Amoy, fine wea-
ther and calms. Amoy to Hongkong foggy.The British steamer "Zafiro" reports: Had
fine pleasant weather throughout, fog on
China Coast.

IMPORT CARGOES.

Per Arratoon Appear, from Calcutta, Pen-
tag and Singapore:—For Hongkong, 1,290
cheats Datta, 301, 250 cheats Benares
Opium, 1,265 bags Cotton, 140 bags Cot-
ton Yarn and Twists, 239 bags Gunnies,
698 bags Saltopore, 241 bags Grau Rite,
10 cases Castor Oil, 852 bags Mango
Bark, 200 bags Brans 133 bags Pritchett,
121 bags Laca-wood, 395 piculs Rattans,
33 bags Jade Stones, value \$1,000, 1 case
Camphor, value \$4,500, 6 cases Wearing
Apparel, value \$2,300, 1 box Gold-ware,
value \$200, 913 pkgs. Sundries.—Total
6,943 pkgs.

POST OFFICE NOTICES.

MAILS will close:

For SWATOW & SHANGHAI.

Per Canton, at 11.30 a.m., on Friday,
the 8th inst.

For STRAITS & BOMBAY.

Per Bombay, at 11.30 a.m., on Friday,
the 8th inst.

For HAINAN & SHANGHAI.

Per Amoy, at 11.30 a.m., on Friday,
the 8th inst.

For HAINAN & SHANGHAI.

Per Amoy, at 11.30 a.m., on Friday,
the 8th inst.

For HAINAN & SHANGHAI.

Per Amoy, at 11.30 a.m., on Friday,
the 8th inst.

For HAINAN & SHANGHAI.

Per Amoy, at 11.30 a.m., on Friday,
the 8th inst.

For HAINAN & SHANGHAI.

Per Amoy, at 11.30 a.m., on Friday,
the 8th inst.

For HAINAN & SHANGHAI.</

Mr. Chater said he did not think there would be any.

His Excellency—I shall defer any remarks I have to make on the subject until the Bill comes up for first reading. I don't think after all there is any particular reason for meeting so early as Monday, and perhaps it would be as well to adjourn till this day week. It will give people a few days to consider the question. If I anticipate, there is no difficulty on the part of the lot-holders or others, we shall proceed in Mr. Chater's absence.

The Council then adjourned till Thursday next.

FINANCIAL COMMITTEE.

A meeting of the Finance Committee was held immediately afterwards, the Colonial Secretary presiding.

The Chairman said the only question before the Committee was the gratuity to the family of the late Mr. Ho Taung Chi. He had been in the Royal General department for a considerable number of years. He died there first when the present Chinese Justice and the Registrar General, and was then also whilst he (the Colonial Secretary) held the Office, and was also with Mr. Stewart Lockhart, and proved to be one of the most efficient public servants for the particular service for which he was engaged that ever he had come across. He did not serve long enough to be entitled to a pension, but that question did not arise. The only question was that of gratuity to his family. It was ordinary circumstances the regulation was that a man got a month's pay for every three years' service as a gratuity, and in this case that would amount to \$80, but considering his great services to the Colony the Governor thought that sum might be doubled. The Finance Committee was now called to approve of a vote of \$120.

Mr. Layton remarked that it seemed a small amount for a good servant.

Mr. Ryrie said they could not increase the amount recommended by His Excellency.

The vote was then passed, and the Committee adjourned.

REPORT OF THE CAPTAIN SUPERINTENDENT OF POLICE 1888.

The following report was presented to the Legislative Council, this afternoon—

Police Department,
24th January, 1889.

Sir—I have the honour to forward, for the information of His Excellency the Governor, the Criminal Statistics for the year 1888. They show that 8,114 cases were reported to the Police during the last year, being a decrease of 367 cases or 4.32 per cent on the return for 1887. In the subdivision of these cases into Serious Crimes (so-called) and Minor Offences a decrease of 141 cases or 5.47 per cent is found in Serious Crimes, and a decrease of 220 cases or 3.82 per cent in Minor Offences.

I have the honour to be, Sir, Your most obedient Servant,

W. M. DEANE,
Captain Superintendent of Police.
The Honourable Colonial Secretary.

In the table giving details with regard to serious crimes we note a considerable decrease in cases of simple assault—from 1,161 in 1887 to 968 in 1888. Appended to the report is a table shewing the strength, enlistments and casualties in the Force during 1888. The strength of the European Force is given as 114. During the year there were 26 enlistments, 1 death, 2 resignations through sickness, 17 resignations through expiry of term of service or otherwise, and 2 dismissals. The Indian force is given as 222; and during the year there were 15 enlistments, 4 deaths, 1 resignation through sickness, 14 resignations through expiry of term of service or otherwise, and 5 dismissals. The Chinese force is given as 249; and during the year there have been 59 enlistments, 10 deaths, 3 resignations through sickness, 22 resignations through expiry of term of service or otherwise, and 15 dismissals. The total strength of the Force is 685, exclusive of the Captain Superintendent, Adjutant, 4 clerks and 55 coolies.

CORRESPONDENCE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY.
To the Editor of the "China Mail,"
Hongkong, 7th March, 1889.

Sir.—The chairman of the management of the above Company appear to me to be very anxious if I may judge from my own experience with this Company. As I have had some thousands of packages landed and delivered by the Company without having to address a single complaint to the courteous officials connected with the wharves, I do not speak without reason. My experience dates from the opening of the Company's business, and I think my assertion may be fairly taken and weighed against the rather highly-coloured observations made by the gentleman above referred to. Had I been at the meeting, I would have spoken as I have now written; but not being a shareholder, I had no right to attend. Personally I feel under great obligation to the Colossal Godown Company, and I think the growing prosperity of this Colony owes much to the Wharf Company, although perhaps this can only be fully appreciated by those who are intimately connected with the shipping business. Yours,

A MERCHANT.

THE PRAYA RECLAMATION SCHEME.

To the Editor of the "China Mail,"
Hongkong, 7th March.

Sir.—Mr. Chater, in the excellent speech he made at the meeting of Marine lot-holders yesterday afternoon, gave a clear statement of the position of affairs. There is, however, still one point, on which I think there is some ambiguity. Mr. Chater says that the private pier owners are entitled to compensation from the lot-holders, but not from the Government, and that, supposing the lot-holders' share of the reclamation to be three-fourths of the value of their piers. The right of compensation for public piers is, however, recognized in full. But, strange to say, the Government, in its capacity as a marine lot-holder, seems to throw all responsibility for this compensation on to the shoulders of the private lot-holders. Ought not, during the time of reclamation, the amount to be the property of the Marine lot-holders, private and Governmental? It does not seem to me clear how the Government can shake off its responsibility in both

cases. Of course, if that responsibility was recognised for public piers, the result would be that the private pier lot-holders would simply have to pay their proportion of the cost. Yours,

ENQUIRE.

THE HONGKONG POLO CLUB.

THE FIRST RACE MEETING.

The Hongkong Polo Club, though still in its infancy, has made rapid progress in establishing itself as one of the numerous sporting institutions of the Colony. It has now some thirty or forty members, many of whom are active or playing ones, while others have joined with a view of encouraging sport and riding.

On Saturday next in the Happy Valley (Race-course) having been kindly lent by the Jockey Club for the purpose, the Club is holding its first race meeting, and doubtless a most excellent afternoon's sport will be afforded. The six events of the programme have all secured good entries, those for the Ladies' nomination numbering no less than sixteen.

The names of many leading 'sports' of the Banking and Mercantile Community, and of the Services, appear in connection with the meeting, and from the manner in which it has been taken up generally there is every prospect of it being a success with the success it deserves. The number of entries for the ladies race, which promises to be a most excellent afternoon's sport, will be afforded. The six events of the programme have all secured good entries, those for the Ladies' nomination numbering no less than sixteen.

Meeting Committee.—Mr. D. Gillies was invited to join the Committee and his appointment requires the confirmation of shareholders.

Auditors.—The Accounts have been audited by Messrs T. Arnold and J. H. Cox, who are recommended for re-election.

RUSSELL & CO., General Managers.

Hongkong, 7th March, 1889.

BALANCE SHEET FOR THE YEAR ENDING 31st DECEMBER, 1888.

Value of the Company's

"Dinner a £1" and

"Zafir,"

Less written off for depreciation for 1888, 15,000

\$170,000.00

Value of Horses and Moorings at Amoy and Hongkong, 630.59

Value of Coals and Stores on board, 1,492.56

Premium value of unexpired policies, 10,550.99

Freight outstanding at Hongkong, 88,863.93

Due from Manila Agents, 2,851.30

General Managers' hands, 4,021.00

Mac

Viking

Reve d'Or

Grey Friar

Pot Boy

Ormonde

Freightfoot

Holy Morn

Aero

Wiseacre

Glencairn

Vespasian

Lachinawar

Gone-away

Mac

Viking

Reve d'Or

Grey Friar

Pot Boy

Ormonde

Freightfoot

Holy Morn

Aero

Wiseacre

Glencairn

Vespasian

Lachinawar

Gone-away

Mac

Viking

Reve d'Or

Grey Friar

Pot Boy

Ormonde

Freightfoot

Holy Morn

Aero

Wiseacre

Glencairn

Viking

Reve d'Or

Grey Friar

Pot Boy

Ormonde

Freightfoot

Holy Morn

Aero

Wiseacre

Glencairn

Viking

Reve d'Or

Grey Friar

Pot Boy

Ormonde

Freightfoot

Holy Morn

Aero

Wiseacre

Glencairn

Viking

Reve d'Or

Grey Friar

Pot Boy

Ormonde

Freightfoot

Holy Morn

Aero

Wiseacre

Glencairn

Viking

Reve d'Or

Grey Friar

Pot Boy

Ormonde

Freightfoot

Holy Morn

Aero

Wiseacre

Glencairn

Viking

Reve d'Or

Grey Friar

Pot Boy

Ormonde

Freightfoot

Holy Morn

Aero

Wiseacre

Glencairn

Viking

Reve d'Or

Grey Friar

Pot Boy

Ormonde

Freightfoot

Holy Morn

Aero

Wiseacre

Glencairn

Viking

Reve d'Or

Grey Friar

Pot Boy

Ormonde

Freightfoot

Holy Morn

Aero

Wiseacre

Glencairn

Viking

Reve d'Or

Grey Friar

Pot Boy

Ormonde

Freightfoot

Holy Morn

Intimations.

NOTICE.
HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, August 25, 1888. 1458

COLLEGE OF MEDICINE FOR CHINESE.

RESIDENTS in the Colony would materially aid the SENATE of the COLLEGE by forwarding to the Attack Memorial Hospital.

(1) Glass Jars (for museum purposes).
(2) Printed Papers and Books for the Student's Reading Room and Library.

Address to JAMES CANTLIE,
Hon. Sec. to the College.

Hongkong, August 7, 1888. 1817

CHAS. J. GAUFF & Co.,
Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silverware.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOGELANDER'S CELEBRATED BINOCULARS AND TELESCOPES.

RICHIE'S LIQUID AND OTHER COMPASSES, ADMIRALTY AND IMRAN CHARTS, NAUTICAL BOOKS.

ENGLISH SILVER & ELECTRO-PLATEDWARE, CHRISTOFF & CO.'S ELECTRO-PLATED GOLD & SILVER JEWELLERY in great variety.

DIAMONDS AND JEWELLERY.

AMUND JEWELLERY, A Good Collection of the Latest London ATTERRA, at very moderate prices. 749

DENTISTRY.

FINE-CLASS WORKMANSHIP. OPERATIVE FEES.

MR. WING TAI-FONG, Surgeon Dentist.

(FORMERLY APPRENTICE AND LATER ASSISTANT TO DR. ROEWS.)

AT THE urgent request of his European and American patients, has TAKEN THE OFFICE formerly occupied by Dr. ROEWS.

No. 2, DUDDELL STREET.

CONSULTATION FEE.

Discount to missionaries and families.

2, DUDDELL STREET.
(Next to the New Oriental Bank.)

Hongkong, January 12, 1888. 46

The Overland China Mail,

A WEEKLY JOURNAL FOR THE HOME MARKET.

IS PUBLISHED to suit the Departure of each English and French Mail Steamer for Europe. Formerly the Overland issue was published fortnightly; but as it was deemed of special importance that a weekly budget of news should be prepared, it was decided to issue it weekly. Subscribers at Home, and those at the Coast Ports and in the interior, who find the Overland edition a convenient form of newspaper for their particular needs, can have a weekly compilation of news from the Far East, contains special Commercial intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily issue.

The attention of Advertisers is directed to a weekly newspaper, which is circulated among old China-hand's and others, both at home and in the Far East, who do not take the daily journals.

The Overland China Mail will be regularly posted from the China Mail Office to subscribers, their addresses being forwarded to us.

SUBSCRIPTION:

Per annum, \$12.00, postage, \$1.00

Quarter, \$3.00, " 0.25

Single Copy, \$0.30.

China Mail Office, Hongkong.

NOW READY.

THE COMMERCIAL LAW AFFECTING CHINÉSE; with special reference to PARTNERSHIP REGISTRATION and BANKRUPTCY LAWS in HONGKONG.

Copies may be had at the China Mail Office, and at Messrs. LANE, CRAWFORD & CO., Price, 75 cents.

A RAMBLE THROUGH SOUTHERN FORMOSA.—By Mr. G. TAYLOR.

This Article, which has been reprinted from the China Review, contains one of the best Sketches of Formosan Life yet written.

A few roughly-executed Woodcuts are included in the pamphlet.

May be had—Price, \$1—by Messrs. LANE, CRAWFORD & CO.'s, and Messrs. KELLY & WALKER, LIMITED, Hongkong; also, Mr. N. MOALLES, Amoy.

Hongkong, March 3, 1888. 368

PUBLICATIONS.

'CHINA MAIL' OFFICE.

—

CHINA REVIEW—published once in Two Months.

OVERLAND CHINA MAIL—for every Weekly Mail.

CHINA MAIL—Every Day.

Orders for Printing and Book-binding promptly executed at MODERATE CHARGES.

'CHINA MAIL' OFFICE,
2, Wyndham Street (behind the Club.)

NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS.

BY ERNEST J. EITEL, PH.D., TURIN.

THIRD EDITION,
REVISED, WITH ADDITIONS.

Price, \$1.50.

LANE, CRAWFORD & CO.

Hongkong, August 20, 1888.

To Let.

U. S. MAIL LINE.

PACIFIC MAIL SHIP COMPANY.

THROUGH to NEW YORK, VIA

OVERLAND RAILWAYS, AND TOUCHING

AT YOKOHAMA, AND SAN FRANCISCO.

TO LET.

(With Early Possession.)

NOS. 1, 2 & 4, QUEEN'S GARDENS.

Apply to

G. C. ANDERSON,

13, Praya Central.

Hongkong, January 25, 1889. 147

TO LET.

(Entry 1st March next.)

NOS. 2, WEST TERRACE.

Apply to

G. C. ANDERSON,

13, Praya Central.

Hongkong, January 20, 1889. 175

TO LET.

(Entry 1st March next.)

NOS. 2, MORRISON HILL.

Entry 1st April.

Apply to

G. C. ANDERSON,

13, Praya Central.

Hongkong, February 25, 1889. 363

TO LET.

(Entry 1st March next.)

PEAK—LA HACHENDA, formerly occupied by Sir George PHILLIPS.

Apply to

H. N. MODY,

Victoria Buildings.

Hongkong, December 12, 1888. 2096

INSURANCES.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, AGENTS of the above Company, are authorized to Insure

against FIRE at Current Rates.

GILMAN & CO.,

Hongkong, January 1, 1882. 14

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & CO., Agents.

Hongkong, July 15, 1887. 1340

NOT Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debts contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

ADAM W. SPIES, American barque, Capt. A. D. Field.—Russell & Co.

AMPHITRITE, Amoy-Hung sh. str., Capt. L. Lemestach.—O. Burchett.

ARON, Norwegian barque, Capt. Christopher.—Chesnutt.

PACTOLUS, American ship, Capt. Th. D. Burnham.—Putman & Co.

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID, MALTA, MARSEILLES, GIBRALTAR, BRINDISI, ANCONA, VENICE, PLYMOUTH AND LONDON; ALSO, BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRISTLE, HAMBURG, NEW YORK AND BOSTON.

ALSO,

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 17th day of March, 1889, at 10 a.m., the Company's Steamship "Sachsen," Capt. V. Gassell, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., on the day before sailing.

Sails and Valuables for Europe will be transhipped at COLOMBO; Tea and General Cargo for London will be conveyed via BOMBAY without transhipment, arriving one week later than by the ordinary direct route via COLOMBO.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN,

Superintendent.

P. & G. S. N. Co.'s Office,

2, Wyndham Street (behind the Club.)

Hongkong, March 3, 1889. 403

Mails.

U. S. MAIL LINE.

PACIFIC MAIL SHIP COMPANY.

THROUGH to NEW YORK, VIA

OVERLAND RAILWAYS, AND TOUCHING

AT YOKOHAMA, AND SAN FRANCISCO.

TO LET.

(With Early Possession.)

NOS. 1, 2 & 4, QUEEN'S GARDENS.

Apply to

G. C. ANDERSON,

13, Praya Central.

Hongkong, January 25, 1889. 147

TO LET.

(With Early Possession.)

NOS. 1, 2 & 4, QUEEN'S GARDENS.

Apply to

G. C. ANDERSON,

13, Praya Central.

Hongkong, January 25, 1889. 147

TO LET.

(With Early Possession.)

NOS. 1, 2 & 4, QUEEN'S GARDENS.

Apply to

G. C. ANDERSON,

13, Praya Central.

Hongkong, January 25, 1889. 147

TO LET.

(With Early Possession.)

NOS. 1, 2 & 4, QUEEN'S GARDENS.

Apply to

G. C. ANDERSON,

13, Praya Central.

Hong